

May 6, 1976

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RE-EMPHASIS ON SLOT APPROACH
REQUIREMENTS AND LANDING TECHNIQUES DURING SIMU-
LATOR TRAINING & LINE CHECKING

We need to re-emphasize the Slot Approach, Landing Techniques and Go-Around procedures during initial, recurrent training and line checks on all equipment in accordance with Operating Manual procedures. (Pertinent B-727 procedures attached.)

During this exercise, the following points should be stressed:

1. Stabilized Approach in the Slot or Go-Around. (Section 3A, Page 12)
2. Touchdown to be made on or near the 1000' point with firm corrective action to be taken by the Supervisory Pilot Instructor if any tendency to hold the aircraft off the ground is noted. We can tolerate only a 1° to 2° increase in deck angle to reduce (but not stop) the rate of sink. (Section 3A, Page 13 floating before touchdown and its effect on landing distance, including increased engine thrust response time.)
3. A Go-Around should never be attempted - particularly on a minimum length runway - unless more than adequate runway remaining is known to exist. Preliminary calculations for the B-727 show that you will use up more runway to Go-Around from idle RPM than it would require to stop without reverse thrust. This should be demonstrated in the simulator, using full flaps to simulate minimum performance condition. (Section 3, Page 57)
4. Emphasize the minimum length required to go-around - including engine acceleration times - following a touchdown on all our aircraft. Operational Engineering is calculating the Go-Around versus stopping distances required for all aircraft using a two-second delay in the throttle advance following touchdown and I will forward the results when received.

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Acceleration times for engines leaving test cell - idle to T/O thrust are approximately:

JT-3	-----	8 seconds
JT-8	-----	8 seconds
CF-6	-----	4.5 seconds
JT-9	-----	5 seconds

There is some deterioration with length of time in service.

5. Emphasize:

- a. If a Go-Around must be made -- Go-Around Techniques, including thrust application, throttle position with varying temperatures, etc.

b. That a Go-Around following initiation of reverse actuation is NOT RECOMMENDED!

If the inclusion of these demonstrations require eliminating some other maneuver, would suggest pitchup.

Please advise.

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Attachments: